
Local/Regional Jurisdictions

Overview and Table of Contents

This section summarizes the responsibilities of local jurisdictions and regional organizations in planning, constructing, operating, and managing transportation systems within the state.

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JURISDICTION: **Cities**

RCW: 35.72 - 35.79

BACKGROUND

- Cities and towns are responsible for 16,190 miles of streets and approximately 682 bridges in the 280 incorporated municipalities of the state.
- Currently about 69% of cities' transportation funding is generated from local revenue sources, 18% from state revenues, and 13% federal

PROGRAM

- Maintenance, construction, and management of city streets and bridges
- Cities also have maintenance, construction, and management responsibility for City Streets as Part of State Highways (RCW 47.24). Cities under 22,500 in population have street illumination, street cleaning, catch basins, stormwater facility, and traffic and parking enforcement responsibilities on limited access state highways. Cities over 22,500 have the additional responsibilities of slope stability and traffic control signals on limited access state highways.
- Six-year plans for city street construction programs must be adopted before July 1 of each year and submitted to the Department of Transportation within 30 days of adoption (per RCW 36.81.121)

FUNDING

- 2.46 cents per gallon of the state motor fuel tax
 - Referred to as the statutory or normal distribution to cities
 - Distributed to cities on per capita basis
- Grants from the Urban Arterial Trust Account, the Transportation Improvement Account, the Small Cities Account programs of Transportation Improvement Board and the Freight Mobility Strategic Investment Program of the Freight Mobility Strategic Investment Board (FMSIB).
- Federal aid programs
 - Surface Transportation Program (STP)
 - ◆ Regional allocations
 - ◆ Transportation Enhancements
 - Bridge Replacement Program
 - Congestion Mitigation/Air Quality (CM/AQ)
 - Emergency Relief
- General purpose local revenue sources including local retail sales and use taxes, real and personal property taxes, local real estate excise taxes, other licenses, impact fees, and other fees and taxes
- Transportation local option taxes
 - Commercial parking tax
 - Border area motor fuel tax (for cities along Canadian border)
 - Portion of countywide local option motor fuel tax

(See *Local Tax* section of this manual for information on *Local Option Taxes*)

JURISDICTION:

Counties

RCW:

36.73, 84.52.043

BACKGROUND

- County Road Administration Board (CRAB) sets administrative standards and provides oversight for the county road departments of each of the 39 counties
- Counties responsible for managing 40,353 miles of roads and approximately 3,224 bridges in the unincorporated areas across the state
- Currently, about 63% of counties' transportation funding is generated from local revenue sources, 27% from state revenues, and 10% from federal sources

PROGRAM

- Maintenance, construction, management, and operation of county roads and bridges
- Six-year plans for county road, trail, and ferry construction programs must be adopted by each county prior to adoption of its annual budget and submitted to the Department of Transportation and CRAB within 30 days of adoption (per RCW 36.81.121). Annual programs must be adopted prior to adoption of annual road budget.
- The portion of the six-year plan pertaining to arterial road construction in urban areas of the county must be submitted to the Transportation Improvement Board every two years

FUNDING

- 4.43 cents per gallon of state motor fuel tax
 - Referred to as statutory or normal county distribution
 - Distributed to counties using formula based upon mileage, needs, resources, and population
- Grants and distributions from County Road Administration Board (CRAB)
 - County Arterial Preservation Program
 - ◆ 0.45 cents per gallon of state motor vehicle fuel tax
 - ◆ Distributed to counties according to percentage of arterial lane miles
 - Rural Arterial Program
 - ◆ 0.58 cents per gallon of state motor vehicle fuel tax
 - ◆ Regional distribution based on rural land area and mileage of county rural arterials and collectors. Within each region, distribution is competitive based on statutory criteria.
- Grants from the Freight Mobility Strategic Investment Board (FMSIB) (Cities also eligible)
 - Freight Mobility Strategic Investment Program
 - ◆ Competitive
- Grants from Transportation Improvement Board (TIB) (Cities also eligible)
 - Urban Arterial Program
 - ◆ 1.54 cents per gallon of state motor vehicle fuel tax (total). Historically, approximately 0.31 cents has gone to county projects
 - ◆ Competitive
 - Transportation Improvement Program
 - ◆ 1.50 cents per gallon of state motor vehicle fuel tax (total). Historically, approximately 0.41 cents has gone to county projects
 - ◆ Competitive

- TEA-21 federal aid programs
 - Surface Transportation Program (STP)
 - ◆ Regional allocation
 - ◆ Statewide competitive
 - ◆ Transportation Enhancements
 - ◆ Railway/highway crossing
 - ◆ Hazard elimination
 - ◆ Rural Economic Vitality
 - Bridge replacement
 - Congestion Mitigation/Air Quality (CMAQ)
 - Emergency relief
- County road levy (property tax) in the unincorporated areas of a county (maximum \$2.25/\$1,000)
- Transportation local option taxes
 - Countywide motor vehicle fuel tax (10% of state fuel tax)
 - Commercial parking tax
 - Local option taxes for high occupancy vehicle (HOV) lanes
 - ◆ MVET or employer tax
 - ◆ Eligible counties are King, Pierce, and Snohomish

(See *Local Tax* section of this manual for information on *Local Option Taxes*)

JURISDICTION:

Local Improvement Districts/Road Improvement Districts

RCW:

36.94.220 - 36.94.300 (LID), 36.88 (RID)

BACKGROUND

LIDs:

- LID - a special purpose financing mechanism that may be created by local governments to fund improvements in specific areas which are smaller than the unit of government
- Local improvements must directly benefit nearby property owners (e.g., water main, sewers, or streets)
- Local governments that can create LIDs include cities, counties, port districts, water districts and others
- LIDs can be initiated by petition of property owners in an area or by local governments
- Voter approval is not required for LID formation, but may be challenged by property owners

RIDs:

- Road Improvement District (RID) similar to LID, except that it funds road improvements in unincorporated areas
- Counties initiate funding process

FUNDING

- Property owners who benefit from improvements are assessed at proportionate levels to pay for the improvements

JURISDICTION:

Metropolitan Planning Organizations

RCW:

Authorized under federal law (PL 102-240 Section 1024(b))

BACKGROUND

- Federal law requires that there be designated planning organizations in areas with urban populations of 50,000 or greater
- Designated by local officials and the Governor
- In urbanized areas, the Regional Transportation Planning Organization (RTPO) is the same as the Metropolitan Planning Organization (MPO) (RCW 47.80.020)
- There are eleven MPOs in Washington including the Puget Sound Regional Council (PSRC), the Southwest Regional Transportation Council (SWRTC), the Spokane Regional Transportation Council (SRTC), Benton-Franklin Council of Government (BFCG), Yakima Conference of Government (YVCOG), Thurston Regional Planning Council (TRPC), Whatcom Council of Government (WCOG), Cowlitz-Wahkiakum Council of Governments (CWCOG), Wenatchee Valley Transportation Council (WVTC), Skagit Metropolitan Planning organization (SMPO), and Lewis-Clark Valley Metropolitan Planning Organization (LCVMPO) (which crosses the Washington/Idaho border).
- MPOs with urban populations greater than 200,000 (PSRC, SRTC, and SWRTC) are designated as Transportation Management Areas (TMAs) and have expanded responsibilities
- Each MPO has an executive or policy board consisting mainly of local elected officials and may include representatives of major employers, WSDOT, transit agencies, and port districts. Some MPOs also include legislators as board members.

PROGRAM

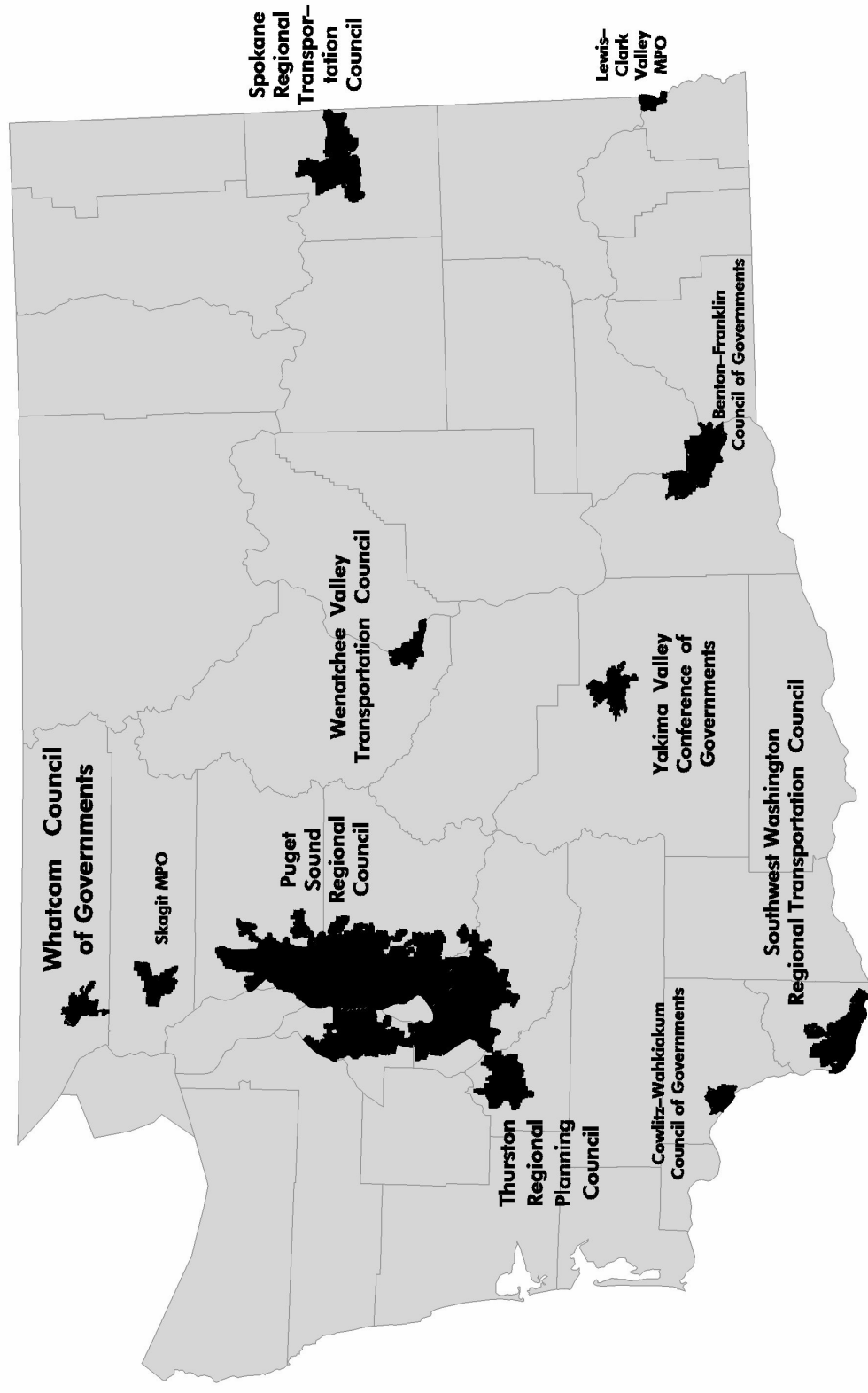
- MPO requirements are part of the federal Transportation Efficiency Act for the 21st Century (TEA-21). TEA-21 expired on October 1, 2003, but has been extended until May 2005 and is under consideration for further extension or reauthorization by Congress.
- MPOs are required to:
 - Carry out a continuing, coordinated, and comprehensive transportation planning process
 - Prepare a financially constrained 20-year metropolitan transportation plan that serves as basis for the selection of projects in the Transportation Improvement Program
 - Develop a 3-year Transportation Improvement Program that includes a prioritized list of projects and a financial plan demonstrating how the program will be financed; must be updated every two years
 - In areas where national air quality standards have not been met, MPOs work with their regional clean air authorities to develop transportation control measures for the air quality State Implementation Plan (SIP)
- Additional requirements for TMAs include:
 - Developing a system for monitoring and managing congestion in their metropolitan area
 - Selecting projects for federal Surface Transportation Program (STP) and Congestion Mitigation/Air Quality (CMAQ) program funding
- Non-TMA MPOs
 - Washington has developed an agreement with non-TMA areas to allow MPOs to allocate federal STP funds for regional projects
 - Each MPO must establish a process for project selection

- The project selection process must involve local jurisdictions, including port authorities and transit agencies, and other transportation providers and users

FUNDING

- In federal fiscal year (FFY) 2004, Washington State received \$6.2 million from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to support MPO planning activities
- Revenue is distributed by WSDOT through a formula developed cooperatively with the state's eleven MPOs and agreed to by FHWA or FTA for their respective agency's funds

Metropolitan Planning Organizations



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JURISDICTION:

Ports

RCW:

53

BACKGROUND

- Ports are municipal corporations of the state and are classified as "special purpose districts" (organized to provide one or a small number of specific services)
- Can be as small as a city or town, or as large as an entire county
- 76 public port districts in 33 of 39 counties
- 22 of the 76 districts located in two counties (12 - Kitsap County and 10 - Grant County)
- Formed with simple majority approval of voters residing within the proposed district's boundaries
- Proposition to form a port district may be placed on the ballot by either board of county commissioners or county voters' petition
- Policies set by each elected board of port commissioners

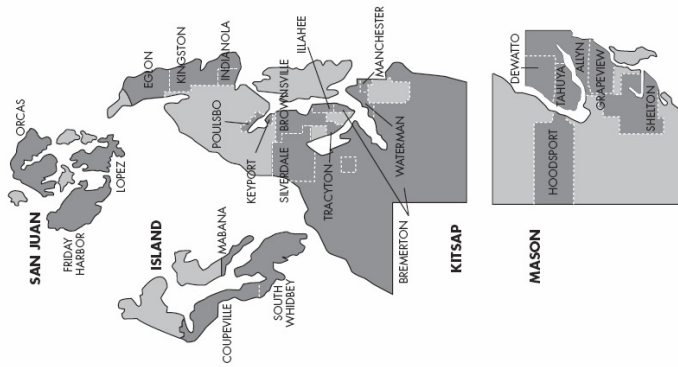
PROGRAM

- Economic Development:
 - Buy and develop land for industrial purposes
 - Provide basic infrastructure to industrial sites
 - Construct buildings
 - Manage long-term leases with port tenants
- Transportation:
 - Marine shipping
 - Fishing terminal development
 - Commercial and recreational marinas
 - Air transport

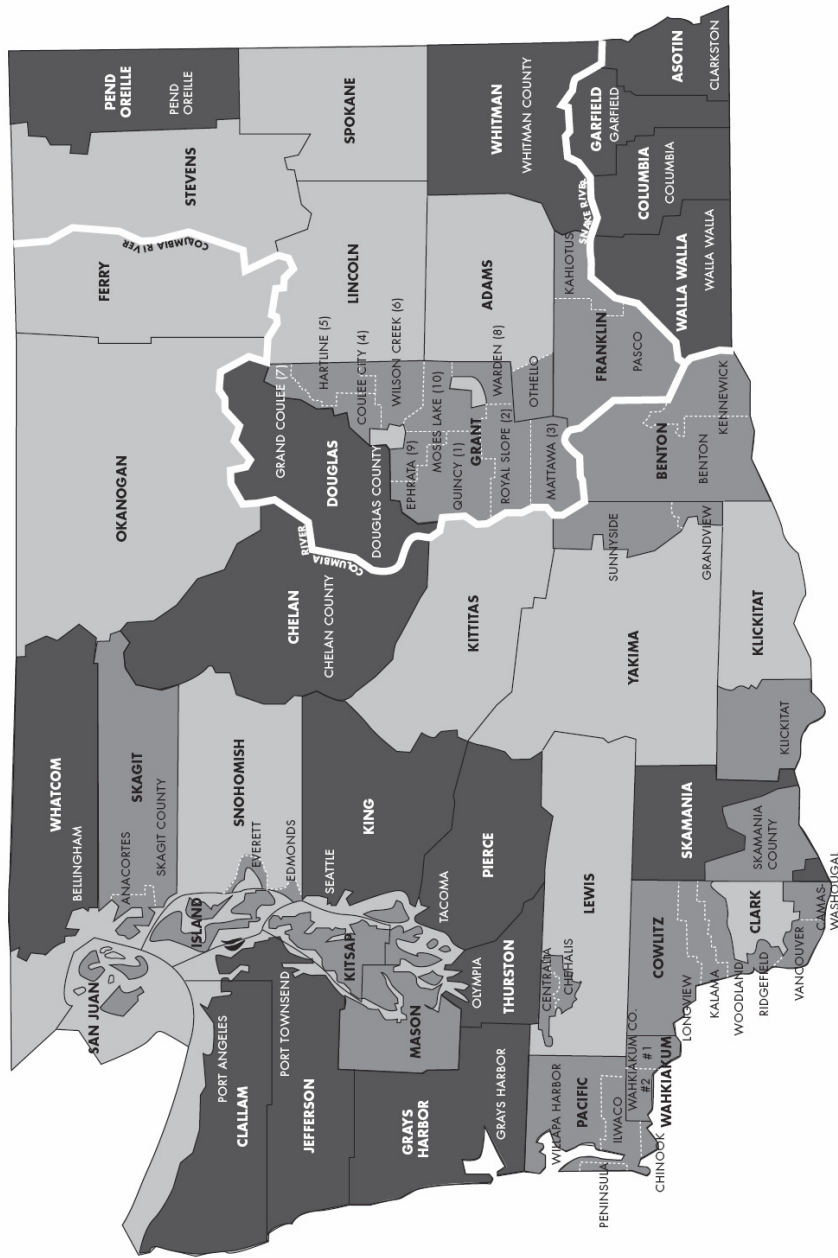
FUNDING

- User fees, property lease and rental fees, property tax levies, interest income, federal grants and bond proceeds

DETAIL OF SAN JUAN, ISLAND, KITSAP AND MASON COUNTIES



WASHINGTON PUBLIC PORT DISTRICTS



JURISDICTION:

Public Transportation Systems

RCW:

See below

BACKGROUND

- Organized as locally controlled, special purpose governments to provide public transit services
- 26 operating systems, each using one of seven different governance structures
- Public Transportation Benefit Areas (PTBA) (RCW 36.57A)
 - 20 systems
 - Established by public transportation conference convened by the county legislative authority
 - Up to nine elected officials selected by the governing boards of the component cities (multi-county up to 15)
 - Permits transportation of persons with special needs if public transit function is not authorized first
 - Board of directors - county elected members, mayors and city council members
- Metropolitan County (RCW 36.56)
 - One system: King County Metro
 - Must contain countywide metropolitan municipal organization (RCW 35.58)
 - County must have population of at least 210,000
- Cities (RCW 35.84.060 and Chapter 248 Laws of 2002 for city public monorail transportation)
 - Three systems
 - Established by elected city officials
 - Operate public transit systems within corporate limits and to 15 miles beyond
 - Cities: Yakima, Everett, and Pullman
 - City Transportation Authority (monorail)
- County Transportation Authority (CTA) (RCW 36.57)
 - Grays Harbor only
 - Separate legal entities
 - Established by resolution of the county legislative body
 - Governing body is statutorily comprised of three county legislative members and three mayors
 - Permits transportation of persons with special needs if public transit and ambulance service functions are not authorized first
- Unincorporated Transportation Benefit Areas (UTBA) (RCW 36.57.100)
 - Garfield County only
 - Formed by county commission
 - Unincorporated areas only
- Regional Transportation Authority (RCW 81.112.030)
 - One created in Central Puget Sound in 1992
 - Board consists of 18 members: State Secretary of Transportation, King County Executive and four King County Council members, Pierce County Executive and one Pierce County council member, Snohomish county Executive, Mayors of Seattle, Everett and Kent, and one City Council member each from Edmonds, Federal Way, Kirkland, Lakewood, Seattle and Tacoma.
 - Operate or contract for commuter bus, commuter rail, light rail and complimentary paratransit services for persons with functional disabilities as defined in the Americans with Disabilities Act.

- Special Needs Public Transportation Benefit Authority
 - None have been established

PROGRAM

- Primarily fixed route services in a specified geographic area (i.e., area of governance)
- ADA accessible demand response transportation services for persons with disabilities complementary to fixed route services
- Sometimes provide specialized transportation services or funding for the following services
 - Transportation demand management strategies in urban areas
 - Commute Trip Reduction activities in urban areas
 - Vanpool/carpool coordination
 - Vehicles for vanpools
 - Ambulance service (CTA only)

FUNDING

- Local taxes options (require voter's approval)
 - Sales and use tax - can levy up to 0.9%; or
 - Household - cannot exceed \$1 per month for each housing unit
 - Business and Occupation (B&O) - no limit on the amount of tax
- Federal funds
- Farebox and pass revenues
- Contracts for service to schools, community colleges, and/or universities
- Advertising revenues
- High capacity transit taxes (require voter's approval)
 - Sales and use tax - up to 0.9%
 - Motor vehicle excise tax - up to 0.8%
 - Employer tax - up to \$2/month/employee
- City Transportation Authority (monorail)
 - Taxes (requires voter's approval)
 - ♦ Sales and use tax on car rentals - up to 1.944%
 - ♦ Motor vehicle excise tax - up to 2.5% (includes authority for rental car tax)
 - ♦ Car tabs - up to \$100
 - Other revenue
 - ♦ Farebox
 - ♦ Excess levies on property
 - ♦ General obligation bonds
 - ♦ Revenue bonds
 - ♦ Regular property taxes

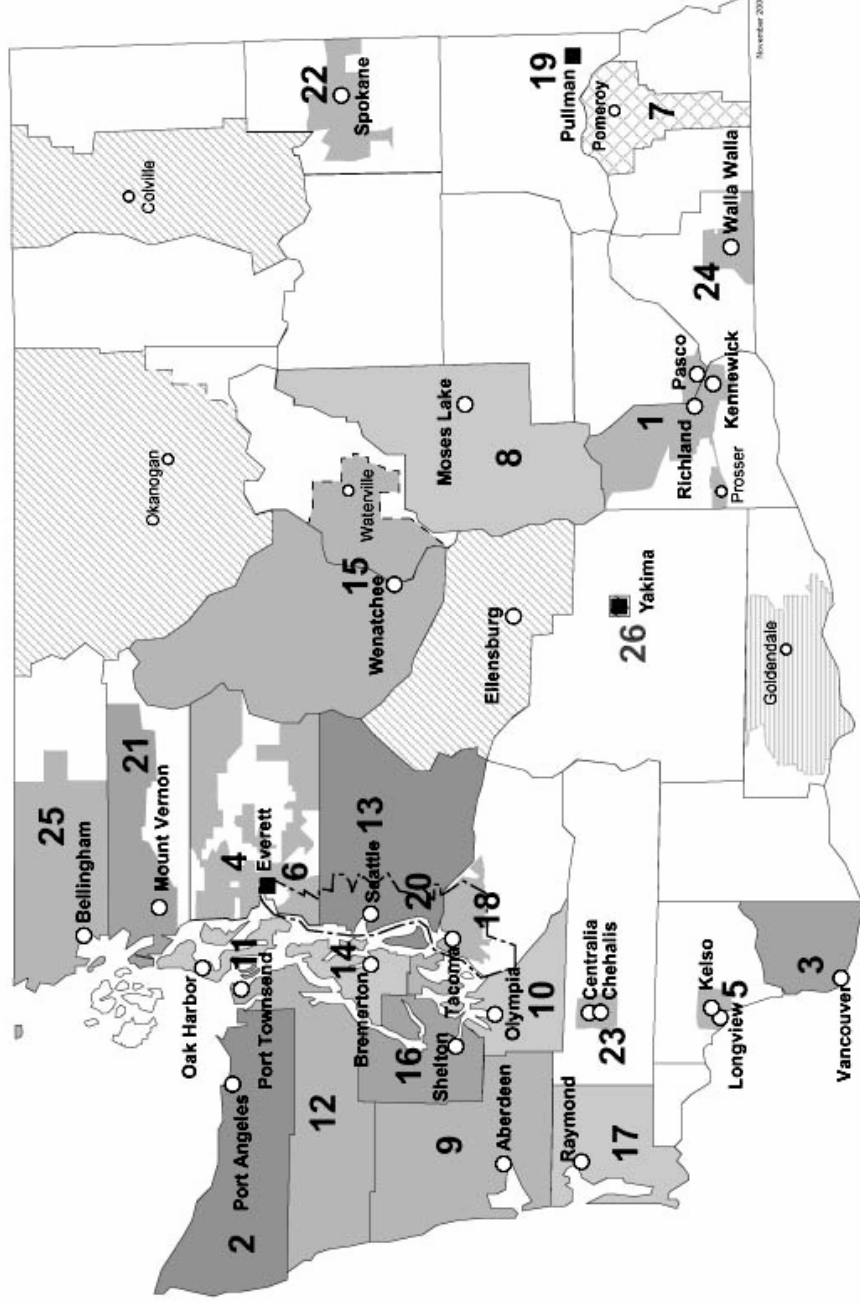
Transit Agencies

- 1) Ben Franklin Transit - Public transportation benefit area (PTBA) serving Benton and Franklin Counties
- 2) Clallam Transit System - Countywide PTBA serving Clallam County
- 3) Community Transit - PTBA serving urban and rural areas of Snohomish County
- 4) Community Urban Bus Service (CUBS) - PTBA serving Kelso and Longview
- 5) C-TRAN - PTBA serving virtually all of Clark County
- 6) Everett Transit System - City operation
- 7) Garfield County – Unincorporated county benefit area serving Garfield County
- 8) Grant Transit Authority – Countywide PTBA serving Grant County
- 9) Grays Harbor Transportation Authority - County Transportation Authority serving entire county
- 10) Intercity Transit - PTBA serving urban portions of Thurston County
- 11) Island Transit - Countywide PTBA serving Island County
- 12) Jefferson Transit Authority - Countywide PTBA serving Jefferson County
- 13) Kitsap Transit - Countywide PTBA serving Kitsap County
- 14) Link - PTBA serving Chelan and Douglas Counties
- 15) Mason County Transportation Authority - Countywide PTBA serving Mason County
- 16) King County Metro Transit – Metropolitan county serving King County
- 17) Pacific Transit System - Countywide PTBA serving Pacific County
- 18) Pierce Transit - PTBA serving Pierce County
- 19) Pullman Transit - City operation
- 20) Skagit Transit - PTBA serving Skagit County
- 21) Sound Transit – Regional Transit Authority serving urban areas of King, Pierce, and Snohomish counties
- 22) Spokane Transit Authority - PTBA serving Spokane County
- 23) Twin Transit - PTBA serving Centralia and Chehalis
- 24) Valley Transit - PTBA serving Walla Walla County
- 25) Whatcom Transportation Authority - PTBA serving Whatcom County
- 26) Yakima Transit - City operation

Washington State Public Transportation Transit Authorities

Legend

- Transit Systems**
- Regional Systems
 - City Systems
 - Unincorporated County
 - Transportation Benefit Area
 - PTBAs that have been formed but are inactive.
 - PTBAs that have been formed and are in the planning process.
 - Central Puget Sound Regional Transit Authority boundary
- 1 Ben Franklin Transit (Benton-Franklin Counties)
- 2 Clallam Transit
- 3 C-TRAN (Clark County)
- 4 Community Transit (Shoemah County)
- 5 Cowiitz Transit Authority (Longview/Kelso)
- 6 Everett Transit
- 7 Garfield County Transportation
- 8 Grant Transit Authority
- 9 Grays Harbor Transportation Authority
- 10 Intercity Transit (Thurston County)
- 11 Island Transit
- 12 Jefferson Transit Authority
- 13 King County Metro
- 14 Kitsap Transit
- 15 Link (Chelan-Douglas Counties)
- 16 Mason County Transportation Authority
- 17 Pacific Transit System
- 18 Pierce Transit
- 19 Pullman Transit
- 20 Central Puget Sound RTA
- 21 Skagit Transit Authority
- 22 Spokane Transit Authority
- 23 Twin Transit (Lewis County)
- 24 Valley Transit (Walla Walla County)
- 25 Whatcom Transportation Authority
- 26 Yakima Transit



JURISDICTION:

Sound Transit--The Central Puget Sound

RCW:

81.112.030

BACKGROUND

- Separate legal entity
- Formed by vote of county councils of two or more contiguous counties
 - Approved by King, Pierce, and Snohomish counties in 1993
- Authorized in King, Pierce, and Snohomish counties only
- May include all or portions of counties
- Eighteen-member governing board composed of city and county elected officials appointed by county executives and the Secretary of the Washington State Department of Transportation

PROGRAM

- To provide new high capacity transportation services for the Central Puget Sound region
 - Intercity bus operations and facilities (Regional Express) contracted through Community Transit, King County Metro Transit, and Pierce Transit
 - Light rail operations (Link Light Rail) in Tacoma and Seattle – SeaTac
 - Commuter rail operations (Sonder) between Seattle and Tacoma and Everett contracted through BNSF, maintenance through Amtrak

FUNDING

- High capacity transit tax options (must be voter approved)
 - Sales and use tax - up to 0.9%
 - Motor vehicle excise tax - up to 0.8%* (includes authority for rental car sales tax)
 - Employer tax - up to \$2/month/employee
 - * ***Revoked with the passage of I-776***
 - Other revenue:
 - ◆ Farebox
 - ◆ General obligation bonds
 - ◆ Revenue bonds
 - ◆ Federal grants

APPROVAL OF SOUND TRANSIT (formally RTA)

- Vote in November 1996 approved plan and authorized funding within the urban areas of King, Pierce, and Snohomish counties. The vote passed by about 57%.
- The 10-year Sound Transit plan includes the following:
 - A 1.6-mile light rail line in downtown Tacoma. Trains have been delivered and service began in 2003.
 - About 24 miles of new light rail from Seattle to SeaTac. An initial 14 mile segment between downtown Seattle and 145th Street South began construction in 2003. Trains are planned to begin operating in 2009 on this initial segment.
 - Nineteen new Regional Express bus routes serving King, Pierce and Snohomish counties. All the routes are in service as of October 2002.

- More than 82 miles of commuter rail from Lakewood and Tacoma to Seattle and from Everett to Tacoma. Service between Tacoma and Seattle began in the fall of 2000. Service between Seattle and Everett began December 2003.
 - A number of HOV lane access improvements, transit centers, and park-and-ride lots have been completed. The Bellevue direct access ramp and the Lynnwood direct access ramp are expected to open last quarter 2004. The Lynnwood Transit Center and the Bellevue Transit Center open in 2004. Others are in planning, design or construction.
- Funding plan approved by voters
 - 0.4% sales and use tax
 - 0.3% motor vehicle excise tax (revoked with the passage of I-776)
 - Both taxes took effect April 1, 1997

JURISDICTION:

Regional Transportation Planning Organizations

RCW:

47.80

BACKGROUND

- In order to ensure local and regional coordination, cities and counties are authorized to create regional transportation planning organizations (RTPOs)
- Regional transportation planning organizations are formed through the voluntary association of local governments within a county, or within geographically contiguous counties. Each organization must meet the following criteria:
 - Encompass at least one complete county
 - Have a population of at least 100,000 or contain a minimum of three counties
 - Have as members all counties within the region, and at least 60% of the cities and towns within the region, representing a minimum of 75 percent of the cities and towns population
- Once formed, a lead planning agency must be designated to coordinate preparation of the regional transportation plan and carry out the other responsibilities of the RTPO
- RTPOs must have a policy board with representatives from major employers, the state Department of Transportation, transit districts, ports, legislators, and member counties and cities
- 14 RTPOs have been formed, including 38 of 39 counties (San Juan County is not a member of any RTPO)
- In urbanized areas, the RTPO is the same as the Metropolitan Planning Organization designated for federal planning purposes (RCW 47.80.020)

PROGRAM

- Establish guidelines and principles pursuant RCW 47.80.026 that provide specific direction for the development and evaluation of transportation elements of local comprehensive plans
- Prepare and periodically update a transportation strategy for the region
- Prepare a regional transportation plan as set forth in RCW 47.80.030 that is consistent with applicable countywide planning policies for those counties fully planning under the Growth Management Act (RCW 36.70A)
- Certify that the transportation elements of comprehensive plans adopted by counties, cities, and towns within the region reflect the guidelines and principles developed by the RTPO and are consistent with the Regional Transportation Plan
- Where appropriate, certify that countywide planning policies are consistent with the Regional Transportation Plan
- Develop a six-year regional transportation improvement program in cooperation with the WSDOT, operators of public transportation services, and local governments in the region
- Six-year capital facility plans (RCW 36.70A.070) developed by cities and counties for street and road improvements and six-year capital and service improvement plans developed by transit agencies must be consistent with local comprehensive plans, and therefore, with regional transportation plans
- Review level of service methodologies used by cities and counties planning under GMA to promote a consistent regional evaluation of transportation facilities and corridors. Work with cities, counties, transit

agencies, the Department of Transportation and others, to develop level of service standards or alternative measures (RCW 47.86.023)

- Once the regional plans are adopted by an RTPO, they are sent to the state Department of Transportation; the RTPO must review the plan for concurrency (every two years
- The Department of Transportation has the following responsibilities:
 - Establish minimum standards for regional transportation plans
 - Facilitate coordination between regional transportation planning organizations
 - Provide general administrative oversight
 - Through the regional planning process and state planning efforts (per RCW 47.01.071), identify and jointly plan improvements and strategies within corridors providing regional or statewide movement of people and goods

FUNDING

- \$4.4 million was appropriated to the Department of Transportation from the Motor Vehicle Account (State) in the 2003-05 biennium for the RTPO program. This appropriation was distributed as agreed to between the WSDOT and RTPOs, in two parts:
 - \$2.4 million was distributed with each RTPO receiving \$15,000 per county for each county within the RTPO and the remainder distributed one-half on a total per capita basis and one-half on a per capita basis of the rural population in each RTPO, and
 - \$2 million (budget proviso) distributed to RTPOs with each RTPO receiving a portion dependent upon the RTPO type (TMA - \$50,000; MPO - \$30,000, and Rural RTPO - \$10,000) with the remainder distributed on a per capita basis

JURISDICTION:

Transportation Benefit Districts (TBD)

RCW:

36.73

BACKGROUND

- Cities, towns and counties may establish TBDs to fund capital improvements of city streets, county roads and state highways
- Improvements must be:
 - consistent with local and regional transportation plans
 - required for economic development
 - partially funded by local governments or private sources
- Counties may create a TBD in unincorporated areas, and include incorporated areas with city approval
- A city TBD may include areas of another city or unincorporated area with approval of the governing jurisdiction
- Creation of the district requires a public hearing and a finding of public interest for formation
- Ex-officio governing body is legislative authority
- Interlocal agreement is provided for multi-jurisdiction districts and the electors are all residents within the district
- Ownership of the facilities revert to appropriate jurisdictions after improvements are made
- The Point Roberts TBD in Whatcom County and the Liberty Lake TBD near Spokane are the only TBDs in the state

FUNDING

- Single-year, voter-approved excess property tax levies
- Multi-year, voter-approved levies for bond redemption
- General obligation bonds
- LID formation
- Late-comer fees
- Development fees related to transportation projects
- Acceptance of gifts, grants, and donations

JURISDICTION:

Regional Transportation Investment District (RTID)

RCW:

Chapter 36.120, enacted in 2002

BACKGROUND

- Objective is to permit a region, the King, Pierce and Snohomish county area, to form a special district to plan and finance improvements to highways of statewide significance
- The RTID would be a separate legal entity
- The district is formed by vote of county councils of two or three contiguous counties, which then must be approved by voters living within area
- Authorized in King, Pierce, and Snohomish counties only, and must include entire counties

FORMATION

- Planning Committee formation required by the county councils of the three counties, (occurred in 2002). The committee membership is comprised of county council members of each county. Decisions are made by 60% majority vote based on proportional representation. Secretary of Transportation serves as non-voting member. Seven-member executive board. Planning committee may dissolve with two-thirds weighted vote.
- Planning Committee develops plan for improvements and submits plan to county councils. If a county opts not to participate in the district, but two contiguous counties do proceed, plan is redefined and submitted back to participating counties. If counties adopt plan, plan is submitted to voters.
- Governing board is comprised of county council members of member counties with proportional voting.

ELIGIBLE PROJECTS

- Capital improvements to highways of statewide significance (HSS) that adds a lane or new lanes, repairs or replaces a lane or lanes damaged by the 2001 earthquake;
- Capital improvements to all or portions of a HSS including an extension, and may include certain multi-modal capital improvements including approaches, HOV lanes, flyover ramps, park and ride lots, bus pullouts, vanpool vans and transportation system management improvements;
- Up to 10% of funds may be for capital improvements to all or portions of a city street, county road or existing highway or new highway that intersects with an HSS if: the project is included in a plan that adds capacity to a HSS; the DOT Secretary finds that the project would better relieve congestion than the same expenditure on the HSS; one-third of the cost is paid by the local jurisdiction; and the RTID contribution may not exceed \$1 Billion.
- No funds may be used for operation, preservation or maintenance of the facility.

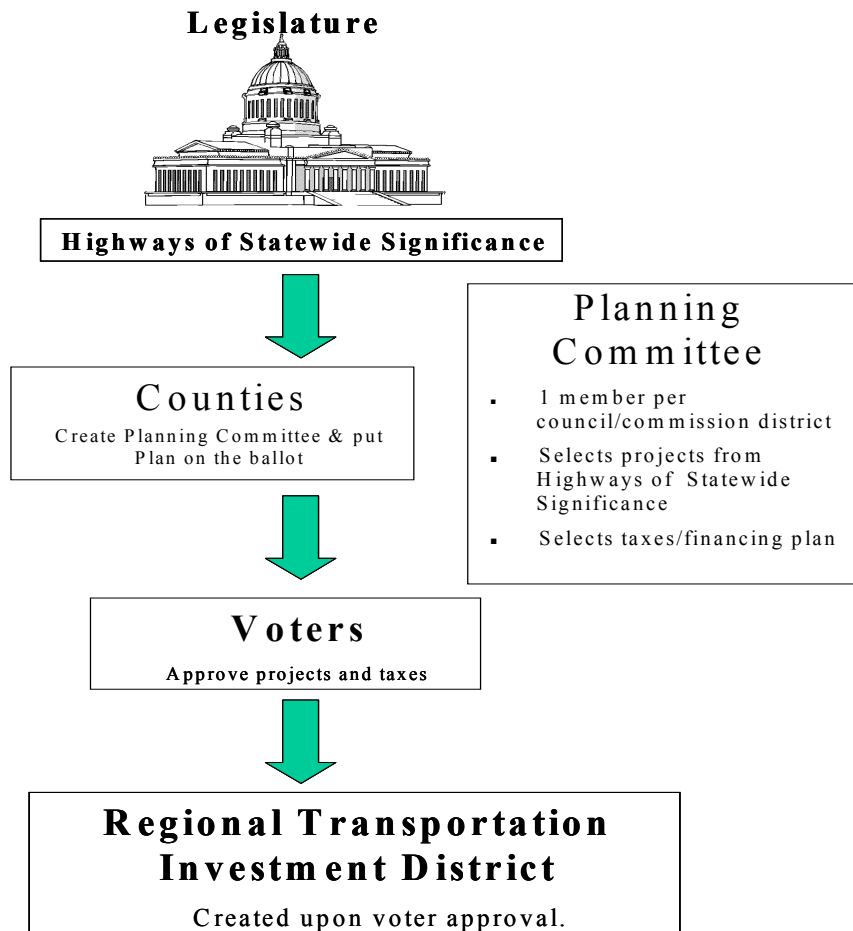
FUNDING

- RTID tax options: (must be voter approved)
 - Sales and use tax - up to 0.5%
 - Vehicle registration fee - up to \$100/year
 - Parking tax
 - Tolls
 - Unused existing local taxes for HOVs - \$2/month/employee tax and 0.3% MVET
- Unused high capacity transit tax options (must be approved by Sound Transit and by voters, and these funds must be used for high capacity transportation purposes)
 - Sales and use tax - up to 0.5%

ACCOUNTABILITY & OTHER FEATURES

- Accountability including: public vote on projects and taxes; process to address project cost escalation; district does not own projects; and limit of 3% of design/construction costs may go to administration.
- Agency and taxes imposed sunset after projects are constructed and debt is retired. Limited RTID staff, DOT provides staff support.

Regional Transportation Investment Districts



JURISDICTION:

Seattle Popular Monorail Authority -- The City of Seattle Boundary

RCW:

Chapter 248, Laws of 2002 (Title 36, RCW)

BACKGROUND

- Separate municipal corporation
- Formed in a city with a population greater than 300,000 in one of two ways:
 - By an ordinance by the city council and approved by a majority vote of city voters; or
 - By a petition submitted by the citizens of the city and approved by a majority vote of city voters
- Includes the territory within a city
- Authorized in the City of Seattle only

PROGRAM

- To provide a public monorail function in the City of Seattle
 - Will provide five monorail lines
 - The Green Line, the first line, will be 14 miles long and run from Ballard and West Seattle to downtown. There will be 19 stations along the line.

FUNDING

- Taxes (must be voter approved)
 - Motor vehicle excise tax on vehicle re-licensing - up to 2.5% (excludes new vehicles)
 - Sales and use tax on retail car rentals – up to 1.944%
 - Car tab fee upon vehicle re-licensing – up to \$100
- Other revenue and revenue options available
 - Fares
 - Excess levies on property
 - General obligation bonds
 - Revenue bonds
 - Regular property taxes

APPROVAL OF SEATTLE POPULAR MONORAIL AUTHORITY (formally CTA)

- Vote in November 2002 within the City of Seattle approved the creation of the CTA, the plan to build the green line, and funding. The vote passed by 50.23%.
- The Seattle Popular Monorail Authority plan approved by voters includes the following:
 - An initial 14-mile monorail line from Ballard and West Seattle to downtown Seattle. Service is expected to begin in December 2007
 - Four additional lines are planned to be proposed totaling 44 miles
 - Initiative 83, the monorail recall, was defeated by voters in November 2004
- Funding plan approved by Seattle voters
 - 1.4% motor vehicle excise tax on vehicle re-licensing
 - Collection of the motor vehicle excise tax began in June 2003 and was set at .85% for the initial planning year. The full 1.4% began being assessed on vehicles with renewal dates of June 1, 2004 and later.